

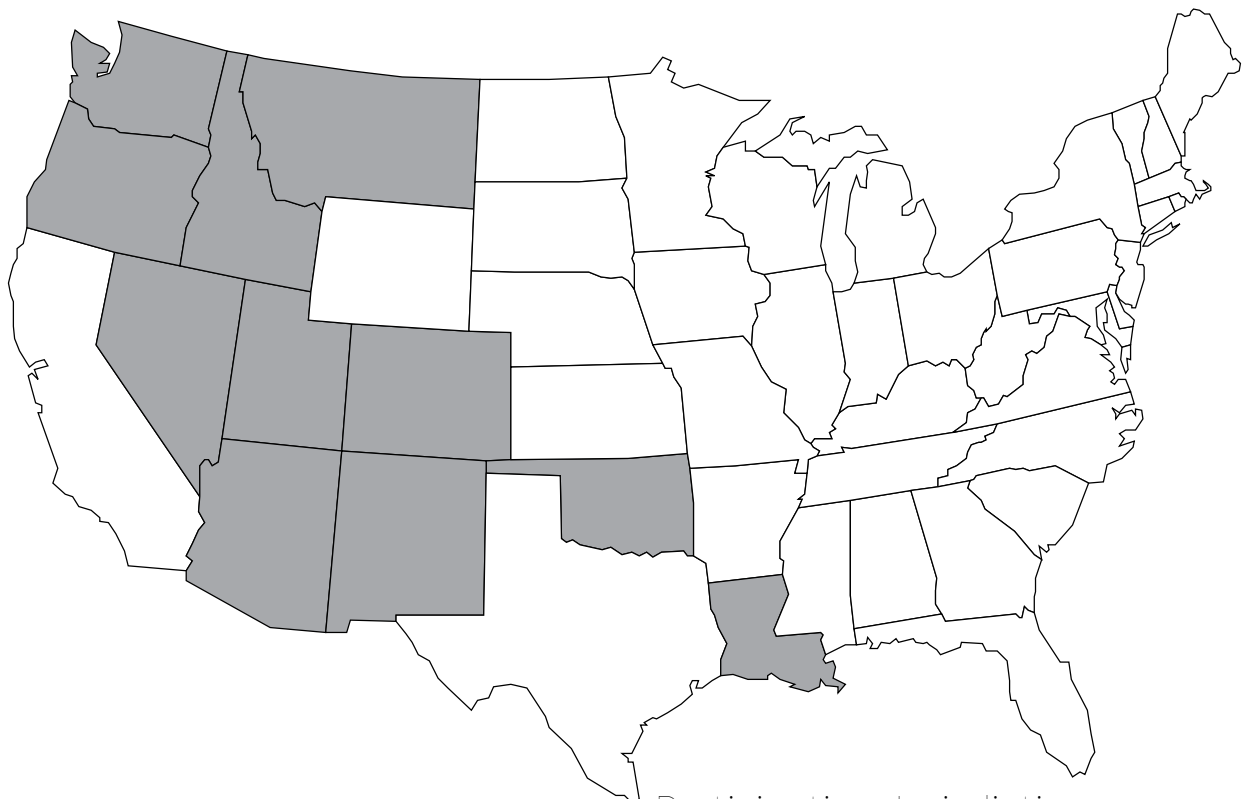


Washington State
Department of Transportation

Western Regional Permit Desk Guide

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January 2018



Participating Jurisdictions
as of January 2018

Americans with Disabilities Act (ADA) Information

English

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Spanish

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Western Regional Permit Desk Guide

For Participants of the Western Regional Agreement
for the Issuance of Permits for Oversize and
Overweight Vehicles Involved in Interstate Travel

Warning: This guide is intended for use by member jurisdictions and/or their agents in the issuance of regional permits. The guide is not intended for general distribution.

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1-1 Purpose

The purpose of this guide is to clearly describe the common procedures that will be used to issue permits for movement of certain nondivisible oversize and/or overweight vehicles on highways designated by the jurisdictions participating in the "Western Regional Agreement for the Issuance of Permits for Oversize and Overweight Vehicles Involved in Interstate Travel."

This guide is designed to be dynamic, allowing for additional North American jurisdictions to join the Agreement. This guide will be revised and supplemented as additional jurisdictions are added, or when member jurisdictions request changes.

1-2 Envelope Vehicle

Each member jurisdiction may issue regional permits allowing operations in any other member jurisdiction of the following nondivisible maximum dimensions:

1-2.1 Weight

1. 600 pounds per inch of tire width.
2. 21,500 pounds per axle.
3. 43,000 pounds per tandem axle.
4. 53,000 pounds per tridem (wheelbase more than 8 feet and less than 13 feet).
5. 160,000 pounds gross weight.
6. In no case may the gross weight exceed the sum of the permitted axle, axle group weights, or the weight specified by the permit, whichever is less.
7. A minimum of five axles required when hauling. Self-propelled or towed vehicles may have less than five axles.
8. The weight on any group of axles shall be determined by the weight table attached hereto as [Appendix A](#). Other provisions of this section shall also apply, the lesser of these weights shall be the determining factor.

1-2.2 Length

110 feet overall.

This agreement does not authorize permits for a semi-trailer longer than 53 feet to carry more than one item, or for any unladen semi-trailer longer than 53 feet used in a truck-tractor and semi-trailer combination.

Movement of unladen vehicles must comply with the limitations of the jurisdiction being traveled through (i.e., loading jeep and/or booster onto trailer when semi-trailer exceeds 62 feet in Oregon).

Note: To avoid unnecessary enforcement action in certain jurisdictions, both **overall length** and **trailer length** must be included on the permit.

1-2.3 Width

14 feet

1-2.4 **Height**

14 feet

Note: Movement of mobile homes is not covered under the Western Regional Agreement due to the numerous variances between jurisdictions.

1-3 **Jurisdiction of Issuance**

For vehicles falling within the size and weight limitations as described in the envelope vehicle definition, member jurisdictions may issue permits and collect fees for all member jurisdictions when they are either the entry/origin, destination/exit, or a pass through jurisdiction on the route. This restriction is designed to allocate the burden of permit writing to the member jurisdictions affected by the move.

Regardless of which member jurisdiction writes the permit, the permit must be acquired prior to any significant movement within any of the member jurisdictions.

1-4 **Jurisdiction Contacts**

A list of the contact person for each member jurisdiction is included in [Appendix E](#). Each member should notify all other members of any changes in this list.

1-5 **Routes: Regional Highway Network**

The member jurisdictions jointly develop and maintain a regional highway network map. The current set of maps is shown in [Appendix B](#). Each regional permit may only authorize a permittee to travel on routes designated as part of the regional highway network, with the following exceptions:

1. The issuing jurisdiction may issue a regional permit authorizing travel off of the regional highway network within the borders of the issuing jurisdiction.
2. The issuing jurisdiction may issue a regional permit authorizing travel off the regional highway network when authorization is obtained from the affected jurisdiction.
 - a. **Current Map Maintained by a Designated Jurisdiction** – The state of Idaho has been designated to maintain the current regional highway network map. Map revisions are to be provided to that state representative.
 - b. **Regional Highway Network Modifications** – Each member jurisdiction is responsible to notify Idaho of all restrictions on the network, such as detours due to construction or spring load limits. Notification of changes shall be made at least seven days prior to the effective date of the proposed change, unless an emergency occurs which would not allow advance notice. The state of Idaho has been designated to maintain the list of restrictions for each state and distribute copies to each member. Updates are sent out within three days of when Idaho is notified of a change.

In the event of an emergency change in the network, the member jurisdictions should make reasonable efforts to notify all other member jurisdictions by telephone or fax of the change and immediately follow up with written notification.

Each Member Jurisdiction shall review the designated routes annually in their respective states and report to the Committee on Highway Transport at the annual fall meeting.

1-5.1 **Routes Covered**

The Agreement applies only to the highways of the Regional Network. **When a permittee must use highways off the Regional Network (i.e., local jurisdiction), the permittee must contact the nonmember jurisdiction to obtain any necessary permit. Member jurisdictions must make a notation on any regional permits issued when the permittee must contact a nonmember jurisdiction for route approval.**

1-6 **Special Conditions**

Each jurisdiction involved in the Agreement has provided basic special conditions for travel. These conditions are attached as [Appendix C](#) and include such restrictions as days or times of travel, overhangs and load projections, weather, speed limits, etc. When issuing a permit, these conditions must be attached to the permit.

1. **All Current Special Conditions Maintained by Designated Jurisdiction** – The state of Washington has been designated to maintain the list of special conditions for each state and distribute copies to each member. Updates are sent out within three days of when Washington is notified of a change.
2. **Modifications** – Any changes to a member's special conditions must be conveyed to Washington 14 days prior to the effective date. In the event of an emergency change in conditions the member making the change should notify the other members by fax and follow up with written notification.

The “Permit Conditions” attachment is not all-inclusive. However, it does contain contact information for each participating jurisdiction as an additional resource.

1-7 **Application and Permit Form**

A sample permit form is included as [Appendix D](#). This single trip permit shall be valid for a period of five days when traveling through two states. Regional permits involving three states shall be valid for a period of seven days. Regional permits involving routes in four or more states shall be valid for a period of ten days.

1-8 **Period of Permit Validity, Extensions, and Amendments**

Permits may be issued not more than five calendar days in advance of the effective date to assist permittee scheduling and permit offices in leveling work load. Additional advance issuance could jeopardize safety due to the changing status of the system, such as detours, maintenance activities, etc.

One extension of up to five days may be granted upon a showing by the permittee that weather or road conditions or a mechanical failure of the vehicle precluded completion of the permitted trip during the initial five-day period.

An amendment may be allowed for vehicle information, weight, and/or dimension due to a mechanical failure and resulting equipment transfer while in route. Routes may also be amended due to an emergent restriction put in place while in route.

An extension or amendment should be made by the issuing jurisdiction, unless either of these only affect your jurisdiction. A hard copy of the extension and/or amendments must accompany the original permit for review by other affected jurisdictions. Hand written corrections on the original permit are not acceptable unless they affect only your jurisdiction.

A jurisdiction may charge for amendments to permits.

1-9 Permitting Process

1-9.1 Overview

When all of the procedures required to implement this program are in place, the following briefly describes how the process will work:

1. Interested members of the trucking industry, permit service companies, and all other interested parties will be given copies of the regional highway network map and a summary of the requirements for operating envelope vehicles under the Regional Agreement (as contained in this document). Each truck driver using these procedures is strongly encouraged to carry a copy of this map on board the permitted vehicle.
2. Each jurisdiction will be responsible for publicizing the regional permitting program and related procedures.
3. The truck operator requiring a regional permit for a nondivisible overweight or oversize vehicle that falls within the limits of the Agreement will contact the issuing jurisdiction and request a permit for a specific trip (with a specific origin and destination) and for a specific vehicle.
4. If the vehicle and the highway route required to make the trip falls entirely within the limits of the Agreement, the issuing jurisdiction will:
 - a. Issue the regional permit.
 - b. Collect the fees, that are the sum of all the individual fees of each jurisdiction through which the envelop vehicle will travel.
 - c. Designate the specific routes that can be used.
5. If you are issuing a permit that terminates in another member jurisdiction, and the permittee is going to leave the designated system, **you must contact the member jurisdiction** in which the movement is exiting the regional network. They must give permission to exit the network before the permit is to be issued. The name of the contact person should be included on the permit.
6. If one (or more) of the requirements of this common procedure are not met for one or more jurisdictions, then the issuing jurisdiction will require the truck operator to obtain individual state permits in those states where the requirements cannot be met.
7. After receiving the regional permit, the truck operator must comply with all the special conditions described in [Appendix C](#).
8. When a permit is issued, all affected states included on the permit route will be notified within 24 hours by the issuing state.
9. Each jurisdiction will be responsible for the enforcement of the nondivisible oversize and overweight laws within its own boundaries. The regional permit will be valid in each jurisdiction for which it has been issued. However, if the requirements of the permit have been violated in a particular jurisdiction, the individual requirements of that jurisdiction will be enforced. Any fines collected within that jurisdiction will continue to be retained in that jurisdiction with no reimbursement being made to any other jurisdiction (including the issuing jurisdiction). The regional permit will only be voided for the state in which the enforcement action is taken. The remaining state(s) portions of the regional permit will remain valid unless those states invalidate their respective section of the regional permit.

1-9.2 **Transmittal of Fees**

A log and/or copies of regional permits must be maintained. A summary report, itemizing permits affecting a specific jurisdiction, or copies of the permits, are to accompany the transmittal to each jurisdiction as support for the fees being remitted.

The summary report, if used, must contain a list of permit numbers, the name of the carriers, issue date, fee, and type of permit (i.e., oversize, overweight, size and weight, or overlength). This information is used by the state for federal reporting and other statistical purposes.

Transmittals are to be prepared monthly with the actual remittance occurring as timely as possible after the completion of each calendar month. See [Appendix E](#) for mailing addresses.

1-9.3 **Fee Calculation**

Each jurisdiction has developed its own current fee schedule and method for collecting the fees. The most current fees are described in the following pages:

Arizona	Page 11	New Mexico	Page 21
Idaho	Page 12	Colorado	Page 22
Montana	Page 14	Oklahoma	Page 23
Oregon	Page 16	Nevada	Page 24
Utah	Page 18	Louisiana	Page 25
Washington	Page 20		

Note: No permit fees will be charged when issuing a Regional Permit to marked vehicles belonging to, and operated by, government entities (i.e., marked military vehicles).

2-1 Fee Assessment

For size and weight limits not requiring a fee, refer to [Appendix F](#).

Oversize only between 8 feet 6 inches and 14 feet wide is \$15.00.

Overweight only GVW and/or axle loads is \$75.00.¹

Oversize and Overweight features is \$75.00.

¹ An additional administrative fee for tridem groups exceeding 50,400 pounds with a wheelbase less than 10 feet 6 inches is \$15.00.

3-1 Fee Assessment

For size and weight limits not requiring a fee, refer to [Appendix F](#).

Oversize only, with no overweight features is \$28.00.

Overweight only and oversize/overweight are \$71.00 plus a fee based on the gross weight, number of axles and miles to be traveled, as shown on the Idaho Road Use Assessment Fee chart on the following pages.

Procedure for determining Road Use Assessment Fees:

1. Determine gross weight and number of axles.
2. Look up Road Use Assessment Fee in cents per mile on the chart for the number of axles (across the top of the chart) and gross weight (down the left side of chart).
The minimum fee per mile is four cents (4¢).
3. Multiply number of Idaho miles by the Road Use Assessment fee in cents per mile.

Example:

Vehicle is 132,000 pounds, on 6 axles, traveling 100 miles.

Go to Road Use Assessment Fee chart. Looking down the left column, find the row where 132,000 pounds belongs (130,001 to 132,000). Then move right along the row to the column corresponding to the correct number of axles, 6. The cross section of row and column provides the correct fee per mile, 72 cents. Multiply the fee per mile by the number of Idaho miles $.72 \times 100 = \$72$. Add the Road Use Assessment Fee to the Administrative fee to get the total fee:

\$72.00	Road Use Assessment Fee
<u>\$71.00</u>	Administrative Fee
\$143.00	Total Fee

Road Use Assessment Fees - Centers Per Mile

GVW in Pounds	Number of Axles								
	2	3	4	5	6	7	8	9	10
40,000 to 42,000	\$0.04								
42,001 to 44,000	\$0.08								
44,001 to 46,000	\$0.12								
46,001 to 48,000	\$0.16								
48,001 to 50,000	\$0.20								
50,001 to 52,000	\$0.24								
52,001 to 54,000	\$0.28								
54,001 to 56,000	\$0.32	\$0.04							
56,001 to 58,000	\$0.36	\$0.08							
58,001 to 60,000	\$0.40	\$0.12							
60,001 to 62,000	\$0.44	\$0.16							
62,001 to 64,000	\$0.48	\$0.20							
64,001 to 66,000	\$0.52	\$0.24							
66,001 to 68,000	\$0.56	\$0.28							
68,001 to 70,000	\$0.60	\$0.32	\$0.04						
70,001 to 72,000	\$0.64	\$0.36	\$0.08						

Road Use Assessment Fees - Centers Per Mile

GVW in Pounds	Number of Axles								
	2	3	4	5	6	7	8	9	10
72,001 to 74,000	\$0.68	\$0.40	\$0.12						
74,001 to 76,000	\$0.72	\$0.44	\$0.16						
76,001 to 78,000	\$0.76	\$0.48	\$0.20						
78,001 to 80,000	\$0.80	\$0.52	\$0.24						
80,001 to 82,000	\$0.84	\$0.56	\$0.28	\$0.04					
82,001 to 84,000	\$0.88	\$0.60	\$0.32	\$0.08					
84,001 to 86,000	\$0.92	\$0.64	\$0.36	\$0.12					
86,001 to 88,000	\$0.96	\$0.68	\$0.40	\$0.16					
88,001 to 90,000	\$1.00	\$0.72	\$0.44	\$0.20					
90,001 to 92,000		\$0.76	\$0.48	\$0.24					
92,001 to 94,000		\$0.80	\$0.52	\$0.28					
94,001 to 96,000		\$0.84	\$0.56	\$0.32					
96,001 to 98,000		\$0.88	\$0.60	\$0.36	\$0.04				
98,001 to 100,000		\$0.92	\$0.64	\$0.40	\$0.08				
100,001 to 102,000		\$0.96	\$0.68	\$0.44	\$0.12				
102,001 to 104,000		\$1.00	\$0.72	\$0.48	\$0.16				
104,001 to 106,000		\$1.04	\$0.76	\$0.52	\$0.20				
106,001 to 108,000			\$0.80	\$0.56	\$0.24				
108,001 to 110,000			\$0.84	\$0.60	\$0.28				
110,001 to 112,000			\$0.88	\$0.64	\$0.32				
112,001 to 114,000			\$0.92	\$0.68	\$0.36				
114,001 to 116,000			\$0.96	\$0.72	\$0.40	\$0.04			
116,001 to 118,000			\$1.00	\$0.76	\$0.44	\$0.08			
118,001 to 120,000			\$1.04	\$0.80	\$0.48	\$0.12			
120,001 to 122,000				\$0.84	\$0.52	\$0.16			
122,001 to 124,000				\$0.88	\$0.56	\$0.20			
124,001 to 126,000				\$0.92	\$0.60	\$0.24			
126,001 to 128,000				\$0.96	\$0.64	\$0.28			
128,001 to 130,000				\$1.00	\$0.68	\$0.32			
130,001 to 132,000				\$1.04	\$0.72	\$0.36	\$0.04		
132,001 to 134,000				\$1.08	\$0.76	\$0.40	\$0.08		
134,001 to 136,000				\$1.12	\$0.80	\$0.44	\$0.12		
136,001 to 138,000				\$1.16	\$0.84	\$0.48	\$0.16		
138,001 to 140,000				\$1.20	\$0.88	\$0.52	\$0.20		
140,001 to 142,000				\$1.24	\$0.92	\$0.56	\$0.24		
142,001 to 144,000				\$1.28	\$0.96	\$0.60	\$0.28		
144,001 to 146,000				\$1.32	\$1.00	\$0.64	\$0.32		
146,001 to 148,000				\$1.36	\$1.02	\$0.68	\$0.36		
148,001 to 150,000				\$1.65	\$1.02	\$0.72	\$0.40		\$0.04
150,001 to 152,000				\$1.44	\$1.09	\$0.76	\$0.44		\$0.08
152,001 to 154,000				\$1.48	\$1.16	\$0.80	\$0.48		\$0.12
154,001 to 156,000				\$1.52	\$1.23	\$0.84	\$0.52		\$0.16
156,001 to 158,000				\$1.56	\$1.30	\$0.88	\$0.56		\$0.20
158,001 to 160,000					\$1.37	\$0.92	\$0.60		\$0.24

4-1 Fee Assessment

Oversize only is \$10.00.

Overweight or overweight with oversize.

The current method of calculation is as follows:

\$10.00 for distances to and including 100 miles

\$30.00 for distances from 101 to 199 miles

\$50.00 for distances of 200 miles traveled

The charge for the permit to move a load that exceeds the single axle, tandem axle or axle group limits set forth in 61-10-107 (Federal 30B Formula), the following fee is based upon the sum excess in axle or axle group weights. The new fees are listed below.

Total Excess Axle Weight	Cost of Miles Traveled	Total Excess Axle Weight	Cost of Miles Traveled
5,000	\$3.50	55,000	38.50
10,000	7.00	60,000	42.00
15,000	10.50	65,000	45.50
20,000	14.00	70,000	49.00
25,000	17.50	75,000	52.50
30,000	21.00	80,000	56.00
35,000	24.50	85,000	59.50
40,000	28.00	90,000	63.00
45,000	31.50	95,000	66.50
50,000	35.00	100,000	70.00

Over 100,000 pounds is \$70.00 plus \$3.50 per 5,000 pounds or part of 5,000 pounds in excess of 100,000.



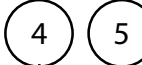
The mileage must be rounded off in units of 25 miles and mileage in excess of a 25-mile increment must be assessed at the next higher 25-mile increment.

The weight must be rounded off in 5,000 pound increments and weight in excess of a 5,000 pound increment must be assessed at the next higher 5,000 pound increment.

There will be an annual overweight permit for \$200.00 for a load that is in excess of the limits set forth in 61-10-107, but that does not exceed a total of 5,000 pounds in excess axle weight.

Following are examples of the more common combinations and the new fee cost.

Example 1:

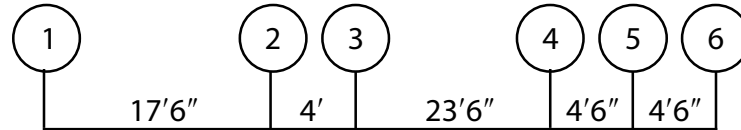
			
	17'6"	4'	23'6"
Weight	12,000	47,500	48,000
Legal	<u>12,000</u>	<u>34,000</u>	<u>34,000</u>
Excess	0	13,500	14,000

A load traveling from Helena to Butte is 27,500 pounds in excess of legal axle or axle group weights.

	Actual	Rounded	
Excess	27,500	30,000	@ \$21.00
Miles	65	75	3-25 Mi. increments

The rounded 30,000 pound fee of \$21.00 multiplied by the 3-25 mile increments provides a permit of \$63.00.

Example 2:



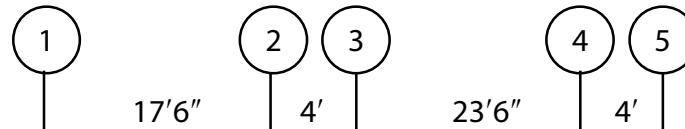
Weight	12,000	49,800	60,000
Legal	<u>12,000</u>	<u>34,000</u>	<u>42,750</u>
Excess	0	15,800	17,250

A load traveling from Kalispell to Missoula. This load is 33,050 pounds overweight.

	Actual	Rounded	
Excess	33,050	35,000	@ \$24.50
Miles	115	125	5-25 Mi. increments

The rounded 35,000 pound fee of \$24.50 is multiplied by the 5-25 mile increments provides a permit fee of \$122.50

Example 3:



This is not exceeding a total of 5,000 pounds. This qualifies for a \$200.00 term permit.

Weight	12,000	36,000	36,000
Legal	<u>12,000</u>	<u>34,000</u>	<u>34,000</u>
Excess	0	2,000	2,000

A load traveling from Radersburt to the Three Forks. This load is 4,000 pounds overweight.

	Actual	Rounded	
Excess	4,000	5,000	@ \$3.50
Miles	29	50	2-25 Mi. increments

The rounded 5,000 pound fee at \$3.50 is multiplied by the 2-25 mile increments provides a permit fee of \$7.00.

5-1 Fee Assessment

Oversize only (with gross weight at or below 98,000 pounds) is \$8.50.

Overweight (may also include oversize) State Administrative Fee is \$8.50 plus the Road Use Assessment Fees, as shown in Oregon Fee Chart on the following page.

Procedure for determining Road Use Assessment Fees:

1. Determine gross weight and number of axles.
2. Look up **Road Use Assessment fee in cents per mile** on the chart for the number of axles (across the top of the chart) and gross weight (down the left side of chart).
3. Multiply number of Oregon miles by the **Road Use Assessment fee in cents per mile**.

Example:

A carrier requests a gross weight of 154,000 pounds, using a 9-axle combination, traveling from the OR/WA border on I-205 to the OR/ID border on I-84.

Using the chart, find the number of axles (9) across the top of the chart, and go down to the line for 154,000 pounds (152,001 to 154,000). The **Road Use Assessment fee in cents per mile is 54**.

Multiply the **Road Use Assessment fee of 54 cents per mile** by the total miles traveled in Oregon (375 miles used for this example) to get a Road Use Assessment Fee of \$202.50.

\$202.50	Road Use Assessment Fee
<u>8.50</u>	Administrative Fee
\$211.00	Permit Total

Gross Weight (lbs)	Numbers of Axles															
	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
98001 to 100000	66	37	21	15	12	12	6	3	1	1	1	1	1	1	1	1
100001 to 102000	73	40	22	15	13	12	6	3	3	3	3	1	1	1	1	1
102001 to 104000	84	43	27	16	13	12	10	4	3	3	3	1	1	1	1	1
104001 to 106000	95	46	28	18	15	13	10	4	3	3	3	1	1	1	1	1
106001 to 108000	103	51	28	18	15	13	10	4	4	3	3	1	1	1	1	1
108001 to 110000	118	54	31	19	15	13	12	6	4	3	3	1	1	1	1	1
110001 to 112000	130	63	33	21	16	15	12	6	4	4	3	1	1	1	1	1
112001 to 114000	139	64	34	22	18	15	13	6	4	4	3	1	1	1	1	1
114001 to 116000	164	67	36	27	18	15	13	6	6	4	3	1	1	1	1	1
116001 to 118000	185	73	39	28	19	15	13	10	6	4	3	1	1	1	1	1
118001 to 120000	204	79	43	31	21	15	15	10	6	6	3	1	1	1	1	1
120001 to 122000		84	46	33	22	15	15	10	10	6	4	3	1	1	1	1
122001 to 124000		89	49	36	27	16	15	12	10	6	4	3	3	1	1	1
124001 to 126000		98	52	37	28	16	15	13	10	10	4	3	3	1	1	1
126001 to 128000		103	55	39	30	18	16	13	12	10	4	4	3	1	1	1
128001 to 130000		113	61	43	31	19	16	13	12	10	6	4	3	1	1	1
130001 to 132000		122	66	46	33	19	16	15	13	12	6	4	3	1	1	1
132001 to 134000		131	70	48	33	21	18	15	13	12	6	4	4	1	1	1
134001 to 136000		140	73	51	36	21	18	15	13	12	10	4	4	1	1	1
136001 to 138000		155	81	54	37	22	18	15	15	12	10	6	4	1	1	1
138001 to 140000		167	85	57	39	27	19	15	15	13	10	6	4	1	1	1
140001 to 142000		182	91	63	40	28	21	16	15	13	12	6	4	3	1	1
142001 to 144000			98	67	45	30	21	16	15	13	12	10	6	3	1	1
144001 to 146000			103	70	46	31	22	18	16	13	12	10	6	3	1	1
146001 to 148000			112	72	48	33	27	19	16	15	13	12	6	4	3	1
148001 to 150000			118	79	49	34	28	21	18	15	13	12	6	4	3	3
150001 to 152000			124	82	52	36	28	21	18	15	15	12	6	6	3	3
152001 to 154000			131	86	54	37	30	22	19	15	15	13	10	6	4	3
154001 to 156000			137	89	57	39	31	27	19	15	15	13	10	6	4	3
156001 to 158000			146	97	64	43	33	27	21	16	15	15	12	10	4	3
158001 to 160000			154	100	67	45	34	28	21	18	16	15	12	10	6	4

The Oregon Road Use Assessment Fees – Cents Per Mile chart in its entirety is located at www.odot.state.or.us/forms/motcarr/reg/9926.pdf

6-1 Fee Assessment

6-1.1 ***Oversize Permits***

Single Trip (96 hours) \$30.00

6-1.2 ***Combination Oversize/Overweight for Divisible Loads***

Single Trip (96 hours) \$60.00

6-1.3 ***Combination Oversize/Overweight for Nondivisible Loads 125,000 GVW and Under***

Single Trip (96 hours) \$60.00

6-1.4 ***Combination Oversize/Overweight for Nondivisible Loads Exceeding 125,000 GVW***

Single Trip (96 hours) \$80.00 – \$540.00

The oversize/overweight permit fee in this category is determined from the table on the following page. Actual weights and miles shall be rounded to the next higher increment.

Fee Table for Nondivisible Loads Exceeding 125,000 Pounds

Pounds	Miles												
	50	100	150	200	250	300	350	400	450	500	550	600	650
125,001 – 150,000	\$80	\$80	\$130	\$170	\$210	\$250	\$290	\$340	\$380	\$420	\$460	\$500	\$540
150,001 – 175,000	\$80	\$110	\$170	\$230	\$290	\$340	\$400	\$460	\$510	\$540			
175,001 – 200,000	\$80	\$140	\$220	\$290	\$360	\$430	\$500	\$540					
200,001 – 225,000	\$90	\$170	\$260	\$350	\$440	\$520	\$540						
225,001 – 250,000	\$100	\$200	\$310	\$410	\$510	\$540							
250,001 – 275,000	\$120	\$230	\$350	\$470	\$540								
275,001 – 300,000	\$130	\$260	\$400	\$530									
300,001 – 325,000	\$150	\$300	\$440	\$540									
325,001 – 350,000	\$160	\$320	\$490										
350,001 – 375,000	\$180	\$350	\$530										
375,001 – 400,000	\$190	\$380	\$540										
400,001 – 425,000	\$210	\$410											
425,001 – 450,000	\$220	\$440											
450,001 – 475,000	\$240	\$470											
475,001 – 500,000	\$250	\$500											
500,001 – 525,000	\$270	\$540											
525,001 – 550,000	\$280												
550,001 – 575,000	\$300												
575,001 – 600,000	\$310												
600,001 – 625,000	\$330												
625,001 – 650,000	\$340												
650,001 – 675,000	\$360												
676,001 – 700,000	\$370												
700,001 – 725,000	\$390												
725,001 – 750,000	\$400												
750,001 – 775,000	\$420												
775,001 – 800,000	\$430												
800,001 – 825,000	\$450												
825,001 – 850,000	\$460												
850,001 – 875,000	\$480												
875,001 – 900,000	\$490												
900,001 – 925,000	\$510												
925,001 – 950,000	\$520												
950,001 – 975,000+	\$540												

7-1 Fee Assessment

For size and weight limits not requiring a fee, refer to [Appendix F](#).

Oversize only, with no overweight feature is \$10.00.

Overweight for the state of Washington is based on weight that exceeds the licensed gross weight or over axle weight and the number of miles traveled on state highways. Use the following chart in determining fee.

Excess Weight Over Legal Capacity	Fee Per Mile on State Highways	Excess Weight Over Legal Capacity	Fee Per Mile on State Highways
0-9,999	.07	55,000-59,999	1.35
10,000-14,999	.14	60,000-64,999	1.56
15,000-19,999	.21	65,000-69,999	1.77
20,000-24,999	.28	70,000-74,999	2.12
25,000-29,999	.35	75,000-79,999	2.47
30,000-34,999	.49	80,000-84,999	2.82
35,000-39,999	.63	85,000-89,999	3.17
40,000-44,999	.79	90,000-94,999	3.52
45,000-49,999	.93	95,000-99,999	3.87
50,000-54,999	1.14	100,000 or more	*4.25

*The fee for weights in excess of 100,000 pounds is \$4.25 plus fifty cents for each 5,000 pound increment or portion thereof exceeding 100,000 pounds.

Note: Minimum fee for any overweight permit is \$14.00.

Use the following as an example in determining the overweight fees for the state of Washington.

160,000	Total gross weight
<u>80,000</u>	Licensed gross weight
80,000	Excess weight

By looking at the above chart, the fee for weights of 80,000 pounds or more, the fee would be \$2.80 per mile.

$$\$2.80 \text{ times } 120 \text{ miles} = \$336.00$$

If the weight of the vehicle does not exceed the licensed gross weight for the state of Washington but exceeds the legal axle weight, you will calculate the fee as follows:

42,000	pounds tandem axle weight
<u>34,000</u>	pounds legal axle weight
8,000	pounds over legal axle weight

You will figure the fee the same way as you did with the excess gross weight fee. Use the same chart to determine fee and multiply by the number of miles.

$$\$1.14 \text{ times } 120 \text{ miles} = \$136.80$$

Fees are to be rounded off to the nearest dollar amount. If the fee is .50 cents or greater, you will round off to the next highest dollar amount. If the fee is .49 cents or less, you will round down to the lesser dollar amount.

\$17.00 Overweight fee

8-1 Fee Assessment

8-1.1 *Oversize Only*

Single Trip \$25.00

8-1.2 *Overweight only, or Oversize and Overweight for Nondivisible Loads*

Single Trip \$25.00 – plus 2.5 cents per ton per mile for loads in excess of 86,400 pounds.

Example of determining Overweight, or Oversize and Overweight, Fees when the load exceeds 86,400 pounds:

A vehicle/load weighing 119,000 pounds is being transported 100 miles within the state of New Mexico.

In addition to the \$25 base fee, the additional fee is computed by subtracting 86,400 from 120,000 to get 33,600 pounds. Divide the 32,600 by 2,000 to find the number of excess tons. The answer is 16.3, which is then rounded to the next whole ton, getting 17 as the number for further computation. Multiple the 17 excess tons by 2.5 cents (.025) and again by the distance of 100 miles to get \$42.50 ($17 \times .025 \times 100$), the additional fee.

\$25.00	Base Fee
<u>42.50</u>	Additional Weight/Distance Fee
\$67.50	Total Fee

9-1 Fee Assessment

9-1.1 ***Oversize Permits Under 80,000 Pounds GVW***

Single Trip \$15.00 × 2 (surcharge) = \$30.00

9-1.2 ***Combination Oversize and/or Overweight for Nondivisible Loads Exceeding 80,000 Pounds GVW***

Single Trip	\$15.00	
	plus	\$5.00 per axle
		subtotal
		<u> </u> x 2 (surcharge)
		Total Permit Fee

Example: A six-axle combination carrying 120,000 pounds GVW would cost \$15.00 for the trip plus \$30.00 (6 axles times \$5.00) for the number of axles, a subtotal of \$45.00 x 2 = \$90.00 total permit fee.

10-1 Fee Assessment

10-1.1 Oversize Only

Single Trip \$40.00

10-1.2 Overweight for Nondivisible Loads¹

Single Trip \$40.00

Plus:

Interstate

\$10.00 per thousand pounds or any part thereof in excess of 80,000 pounds GVW or their legal maximum weight, whichever is least. Must be registered for at least the amount of weight carried or a maximum of 90,000 pounds.

Example: A six-axle combination carrying 120,000 pounds, both oversize and overweight, would be charged:

\$40.00	(Oversize)
\$40.00	(Overweight)
<u>\$400.00</u>	(40* × 10)
\$480.00	(Total state fee)

*Number of 1,000 pound increments in excess of 80,000 pounds.

Off-Interstate

\$10.00 per thousand pounds or any part thereof in excess of 90,000 pounds GVW or their legal bridge maximum weight, whichever is least. Must be registered for their maximum weight up to 90,000 pounds.

Warning: Due to the condition of several bridges on designated routes, configurations with 9 and 10 axles are restricted to the weight limits of an 8-axle configuration as shown in [Appendix A](#).

Example: A 9-axle configuration, 68 feet long, carrying a nonreducible load, is limited to a maximum of 146,800 GVW as shown for an 8-axle configuration, rather than 154,400 GVW as shown for the 9-axle configuration.

¹ Both the overweight and the oversize fees apply when both conditions exist.

11-1 Fee Assessment

11-1.1 *Oversize Only*

Single Trip \$25.00

11-1.2 *Combination Oversize and/or Overweight for Nondivisible Loads*

Single Trip \$25.00

12-1 Fee Assessment

12-1.1 *Overdimensional Permit Fee*

\$10.00 per day traveling within Louisiana.

12-1.2 *Overweight Permit Fee Schedule*

This schedule is for combinations of vehicles with five or more axles¹ (including the steering axle) when the gross weight exceeds 80,000 pounds. When vehicles are both oversize and overweight, fees are assessed for weight only.

Gross Weight (in Pounds)	Distance (in Miles)				
	0-50	51-100	101-150	151-200	Over 200
80,000-100,000	\$30.00	\$45.00	\$65.00	\$80.00	\$100.00
100,000-108,000	50.00	95.00	135.00	180.00	220.00
108,001-120,000	70.00	130.00	190.00	250.00	310.00
120,001-132,000	90.00	170.00	250.00	330.00	415.00
132,001-152,000	120.00	225.00	335.00	445.00	555.00
152,001-160,000	150.00	295.00	440.00	585.00	730.00

12-1.3 *Overweight Permit Exceptions*

If the gross vehicle combination weight exceeds 120,000 pounds, the following conditions apply:

- The maximum weight allowed on a single axle will be 20,000 pounds.
- Tandem axles are limited to 40,000 pounds if there is less than 12 feet between the tandem axle set and adjacent axle groups and/or there is less than 4 feet between the tandem axles.

¹ "Axle" here refers to single or individual axles. Tandem axle groups will be counted as two axles and tridum axle groups as three axles.

Appendix A

Vehicle Weight Table

Maximum load in pounds carried on any group of two or more consecutive axles.									
Distance in feet between first and last axle of any group of consecutive axles	2 Axles	3 Axles	4 Axles	5 Axles	6 Axles	7 Axles	8 Axles	9 Axles	10 Axles
4	43000								
5	43000								
6	43000								
7	43000								
8	43000	53000							
9	43000	53000							
10	43000	53000							
11		53000							
12		53000	70000						
13		53000	70900						
14		64500	71900						
15			72800						
16			73700	81200					
17			74700	82100					
18			75600	83000					
19			76500	83300					
20			77500	87400					
21			78400	85600					
22			79300	86500					
23			80300	87300					
24			81200	88200					
25			82100	89100					
26			83100	90000					
27			84000	90800					
28			84900	97200	99100				
29			85900	92600	100000				
30			86000	93400	100800				
31				94300	101600				
32				95200	102500				
33				96100	103300				
34				97000	104200				
35				97800	105000				
36				98700	105800				
37				99600	106700				
38				100500	107500				
39				101300	108400				
40				102200	109200				
41				103100	110000				
42				104000	110900				
43				104800	111700				
44				105700	112600				
45				106600	113400				
46				107500	114200	121600			
47					115100	122400			

Maximum load in pounds carried on any group of two or more consecutive axles.									
Distance in feet between first and last axle of any group of consecutive axles	2 Axles	3 Axles	4 Axles	5 Axles	6 Axles	7 Axles	8 Axles	9 Axles	10 Axles
48					115900	123200			
49					116800	124000			
50					117600	124800			
51					118400	125700			
52					119300	126500			
53					120100	127300			
54					121000	128100	135600	143300	151200
55					121800	128900	136400	144100	152000
56					122600	129700	137200	144900	152800
57					123500	130600	138000	145700	153500
58					124300	131400	138800	146500	154300
59					125200	132200	139600	147300	155100
60					126000	133000	140400	148100	155900
61					126800	133800	141200	148800	156600
62					127700	134600	142000	149600	157400
63					128500	135500	142800	150400	158200
64					129000	136300	143600	151200	159000
65						137100	144400	152000	159800
66						137900	145200	152800	160000
67						138700	146000	153600	
68						139500	146800	154400	
69						140400	147600	155100	
70						141200	148400	155900	
71						142000	149200	156700	
72						142800	150000	157500	
73						143600	150800	158300	
74						144400	151600	159100	
75						145300	152400	159900	
76						146100	153200	160000	
77						146900	154000		
78						147700	154800		
79						148500	155600		
80						149300	156400		
81						150200	157200		
82						150500	158000		
83							158800		
84							159600		
85							160000		

Note: In Oklahoma, a 9- or 10-axle configuration is limited to the allowances under the 8-axle configuration column.

Refer to fold out maps.

Appendix C Western Regional Permit Conditions

THIS PAGE MUST ACCOMPANY EACH REGIONAL PERMIT

Cancellation: When terms have been violated, obtained through misrepresentation, or the public interest served.

Convoy Movement: The convoy movement of two or more over-dimensional vehicles is prohibited.

Crossing Structures in Montana: Configurations of 9 and 10 axles must not exceed 5 mph when crossing all structures.

Curfew Hours: Carriers are required to comply with curfew restrictions imposed by any jurisdiction.

- Arizona:** Between 7-9 am and 4-6 pm within city limits of Greater Phoenix and Greater Tucson area, see State Information Sources.
- Colorado:** Within Denver, Colorado Springs, Pueblo, and the I-70 West Corridor areas, based on times, see State Information Sources.
- Idaho:** See curfew restrictions at www.itd.idaho.gov/dmv/poe/documents/pilot.pdf.
- Louisiana:** Between 7-9 am and 3:30-5:30 pm, Monday through Friday, no loads over 12 feet wide on interstate in Baton Rouge, Lake Charles, Monroe, New Orleans, and Shreveport, see State Information Sources for specific routes.
- New Mexico:** Between 7-9 am and 4-6 pm in Albuquerque, Espanola, and Santa Fe (also 11:30 am-1:30 pm in Santa Fe).
- Oklahoma:** No oversize loads through Cleveland, Oklahoma and Tulsa Counties between 7-9 am and 3:30-6:30 pm, except Saturday and Sunday.
- Oregon:** Movement is not allowed on Interstate 5 from the Oregon/Washington border to the Junction of OR217 (Northbound and Southbound) in the Portland area and in Medford between Exit 24 and Exit 33 between 7-9 am and 4-6 pm.
- Utah:** Monday through Friday during 6-9 am and 3:30-6 pm., South of Perry Exit #360 (Box Elder County); all of Weber, Davis, and Salt Lake Counties; and north of the Springville Interchange #265 (Utah County).
- Washington:** Within greater Seattle, Tacoma, Olympia, Spokane, and Vancouver areas by size, time, direction, and specific routes, see State Information Sources.

Escort Vehicles: Operation must comply with individual state requirements, see State Information Sources.

Impaired Clearance: Carrier is responsible for determining adequate clearance, both vertical and horizontal.

Overhang: Allow 3 feet front and/or 20 feet rear. In AZ/NV/UT over 10 feet rear, daylight travel only (AZ Monday through Friday only).

Projecting Load Provision for Arizona: Limited to a maximum of 3 feet of projection on either side of the hauling equipment, except loads of less than 12 inches thickness above the bed of the hauling equipment are limited to 2 feet of projection.

Refund Policy: No refund, credit, or substitution of a Western Regional Permit fee is allowed after issuance.

Road/Weather: No movement when roads are hazardous due to ice, snow, or frost or visibility less than 500 feet (1,000 feet in Washington) due to fog, smoke, or other conditions, if the width is in excess of 8 feet 6 inches or if the overall length is in excess of 80 feet, except Arizona where the restriction applies to all movement under permit, and Idaho where the carrier makes the determination, however, enforcement may restrict travel.

Speed Limits: Permitted loads may move at posted speed limits, except New Mexico—the lesser of posted or 65 mph and Arizona limited to 55 mph. In Montana, 65 mph on interstate—day and night, 60 mph on non-interstate day, 55 mph night.

State Information Sources:

Arizona	www.azdot.gov	602-712-8851
Colorado	www.coloradodot.info/business/permits/truckpermits	303-757-9539
Idaho	www.itd.idaho.gov/dmv/poe/poe.htm	208-334-8420, 800-662-7133
Louisiana	perba.dotd.louisiana.gov/welcome.nsf	225-377-7100
Montana	www.mdt.mt.gov/business/mcs	406-444-7262
New Mexico	www.nmmtdpolice.org	505-476-2475
Nevada	www.nevadadot.com/business/trucker	775-888-7410
Oklahoma	www.swpermitsok.com	405-522-9003, 405-522-9056, or 405-522-9033
Oregon	www.oregon.gov/odot/mct/pages/over-dimension.aspx	503-373-0000
Utah	www.utahmc.com	801-965-4892
Washington	www.wsdot.wa.gov/commercialvehicle	360-704-6340

Travel Restrictions: See State Information Sources for times of day for operation by dimension and holiday restrictions.

Turnpikes-Oklahoma: H.E. Bailey, Will Rogers and Turner Turnpikes, max width 9 feet 6 inches cash customers. Overwidth vehicles in excess of 9 feet 6 inches traveling the Oklahoma Turnpike System must have a valid PIKEPASS account.

Warning Signs/Lights/Flags and Other Safety Equipment: Carriers must comply with individual state requirements. See State Information Sources.

WESTERN REGIONAL PERMIT
**Washington State
Department of Transportation**

Permit Number: R00010626
Location: Permits Motor Carrier Services (Headquarters)
Company Name: WEST RIM EXPRESS LINES LTD
Address: 9470 192ND ST
 SURREY, BC V4N 3R9

Start: 3/2/2007 **Expires:** 3/6/2007

Issued: 3/1/2007 11:25 AM

Vehicle/Axle: **Truck:** **Trailer:** **Tractor:** 3 **Semi-Trailer:** 2
License: P74242 **VIN:** 1XPFD89X56D882471 **Unit:** 947 **Base State:** BC
Transporting(Item): TANK MOLDING (CASTING)

Load Type: Hauled

Origin: WYOMING/MONTANA BORDER **Destination:** WASHINGTON/BC BORDER

Routing: MONTANA: 90; IDAHO: 90; WASHINGTON: 90-405-5-543.

Restriction: Must abide by all requirements & restrictions in each state traveled. Western Regional Permit Conditions (Appendix C) must be attached. Oversize Load Signs Required. IN WASHINGTON CALL 511 TO CHECK ON PASS CONDITIONS.

Weight:	(LB)	(KG)	Dimensions	(Ft - In)	(Meters)	Dimensions	(Ft - In)	(Meters)
Gross Vehicle WT	Legal	Legal	Max Height	14ft 0"	4.27	Front Overhang	Legal	Legal
Gross Axle WT	Legal	Legal	Max Width	9ft 6"	2.90	Rear Overhang	Legal	Legal
Legal Axle WT	Legal	Legal	Total Length	70ft 0"	21.34			
Excess Axle WT	Legal	Legal	Trailer Length	48ft 0"	14.63			

ST	Mile	Fee	Legal (lb)	Excess (lb)	Legal (kg)	Excess (kg)
ID	0	\$13.00	80,000	Legal	36,287	Legal
MT	0	\$10.00	80,000	Legal	36,287	Legal
WA	0	\$10.00	80,000	Legal	36,287	Legal

(SPECIAL CONDITIONS)

Total Fee: \$33.00 Credit

Not Valid without Applicable State Conditions Attached - Sign in colored ink to validate permit. Carry fax permit in vehicle at all times.

Order #: 259150

READ THIS BEFORE SIGNING:

Valid on State Highways ONLY. Other routes subject to local road authority. Weight and speed restrictions subject to spring breakup. Permittee is responsible for vertical clearances. Applicant's acceptance of permit certifies vehicle-load has been reduced to minimum practical size - weight and is an agreement to comply with all applicable State permit regulations and all applicable State or Federal Motor vehicle laws. By signing, the permittee affirms that the permitted vehicle is insured in compliance with WAC 480-12-350 and that the information contained herein is true and correct.

SIGNED X

PERMIT NOT VALID UNLESS SIGNED BY PERMITEE AGENT THEREOF

Appendix E State Contacts and Phone Numbers

For Off-Route Approvals Any Permit Specialist

State	Contact	Phone Number
Arizona	Any Permit Specialist	602-771-2960
Colorado	Any Permit Specialist David Johnson	303-757-9539 303-757-9712
Idaho	Any Permit Specialist	208-334-8427, 8421 8422, 8423, 8425
Louisiana	Tammy Anderson Julie Gautreau Dayna Mayeux Tina Pilcher	225-377-7110 225-377-7111 225-377-7114 225-377-7112
Montana	Any Permit Specialist email - mdtmcspermit@mt.gov	406-444-7262
Nevada	Any Permit Specialist	775-888-7410
New Mexico	Any Permit Specialist	505-476-2475
Oklahoma	Melodie Luke-Coleman Jill Underwood Chris Crosswhite	405-522-9033 405-522-9003 405-522-9056
Oregon	Any Permit Specialist	503-373-0000
Utah	Ken Knowlden Aubrey Hauser Debbie Duggins Troy Richins	801-965-4342 801-965-4340 801-965-4149 801-964-4588
Washington	Any Permit Specialist	360-704-6340

Western Regional States Contacts and Addresses for Remittances

State	Contact/Email	Address	Phone and Fax
Arizona	Arizona Central Permits Office	ADOT Central Permits 14370 West Van Buren Street Goodyear, AZ 85338	602-771-2960 Fax: 602-272-1887
Colorado	Danny Wells Transport Permit Manager danny.wells@state.co.us	Department of Transportation 4201 East Arkansas Ave., Room 124 Denver, CO 80222	303-757-9843 Fax: 303-757-9719
Idaho	Revenue Operations RevOpsPoe@itd.idaho.gov	Transportation Department PO Box 7129 Boise, ID 83707-1129	208-334-8770 Fax: 208-334-8419
Louisiana	Sis Guarisco Transportation Permits Manager sis.guarisco@la.gov	Louisiana DOTD PO Box 94042 Baton Rouge, LA 70804-9042	225-377-7102 Fax: 225-377-7149
Montana	Tom Winfield License/Permit Supervisor twinfield@mt.gov	Department of Transportation Motor Carrier Services Division PO Box 4639 Helena, MT 59604-4639	406-444-0816 Fax: 406-444-7670
Nevada	Kandee Bahr Worley Assistant Division Chief kworley@dot.state.nv.us	Department of Transportation 1263 South Stewart Street Carson City, NV 89712	775-888-7458 Fax 775-888-7103
New Mexico	Matthew J. Sena, Interim Manager Oversize/Overweight Permit matthewj.sena@state.nm.us	Motor Transportation Division Oversize/Overweight Permit Office PO Box 1628 Santa Fe, NM 87504-1628	505-476-2475 Fax: 505-476-2477 505-476-2479
Oklahoma	Carolyn Owings, Director Size and Weight Permits cowings@dps.ok.gov	Department of Public Safety Size and Weight Permit Division 2401 NW 23rd, Suite 45 Oklahoma City, OK 73107	405-522-9001 Fax: 405-522-9060
Oregon	Christy Jordan, Manager Over-Dimensional Permit christy.a.jordan@odot.state.or.us	Department of Transportation Transportation Permit Unit 550 Capitol Street NE Salem, OR 97301-2530	503-378-6192 Fax: 503-378-2873
Utah	Troy Richins, SLCT Leader MC Division mcsuperload@utah.gov	Department of Transportation Motor Carrier Division PO Box 141210 Salt Lake City, UT 84114-1210	801-964-4588
Washington	Anne Ford, Administrator Commercial Vehicle Services forda@wsdot.wa.gov	Department of Transportation Commercial Vehicle Services PO Box 47367 Olympia, WA 98504-7367	360-705-7341 Fax: 360-704-6391

Appendix F

Truck Size and Weight Limits for Vehicles in Regular Operation

	AZ	CO	ID	LA	MT	NV	NM	OK	OR	UT	WA
Height	14'	13'	14'	13'6"	14'	14'	14'	13'6"	14'	14'	14'
Width	8'6"	8'6"	8'6"	8'-8'6" ^a	8'6"	8'6"	8'6"	8'6"	8'6"	8'6"	8'6"
Truck/Trailer Overall Length	68'6"	70'	75'	65'	75'	70'	65'	70'	75'	65'	75'
Tractor-Semitrailer											
*Overall Length	65' ^b	–	–	– ^a	–	70'	65'	–	60'	–	–
Trailer Length	57'6"	57'4"	48'	50'-59'6"	53'	53'	57'6"	53'	48' ^{}	48'	53'
Tractor-Semitrailer-Trailer (Doubles)											
*Overall Length	–	–	75' ^g	–	–	70' ^b	–	–	75'	–	–
Combined Trailer Length	–	–	61'	–	61'	–	65'	110'	–	61'	61'
Individual Trailer Length	28'6"	28'6"	–	30'	28'6"	28'6"	28'6"	53'	40'	–	53'
Weights/inch of Tire Width											
Steering Axle	–	–	600#	exempt	exempt	600#	600#	–	600#	600#	600#
Other Axle	–	–	600#	exempt	exempt	500#	600#	–	600#	600#	500#
Axle Weights (in 1,000 lbs)											
Steering Axle	20	20	20	20	20	–	20	20	–	20	20
Single Axle	20	20	20	20	20	20	21.6	20	20	20	20
Tandem Axle	34	40	37.8	34	34	34	34.32	34	34	34	34
Gross Weight (in 1,000 lbs)	80	85	105.5	83.4-88 ^a	–	80	86.4	90	80	80	105.5

*Does not apply to National Network Highways.

**On National Network Highways, grandfather rights apply which may be different from lengths shown here.

^aCheck designated vs nondesignated highways and interstate vs non-interstate.

^bNone unless the semitrailer exceeds 51 feet.

^gNone unless trailer combination length is exceeded.

^kOn some restricted routes.